

PLANS BELT LINE SUBWAY

THE ENGINEER WOULD HAVE FREIGHT JAM.

He Proposes to P. S. Commission Paralleling the Waterfront With a Four Track Tube, Connected With Jersey Assembly Yards by Hudson Tunnel.

A plan for putting a freight subway along the waterfront of Manhattan was submitted to the Public Service Commission yesterday by William J. Wilgus, who until recently was vice-president and chief engineer of the New York Central Railroad Company. Mr. Wilgus thinks such a subway would improve the commerce handling facilities of the city and relieve the traffic congestion in the streets caused by the trucking of freight from pier to pier.

The scheme has been evolved by Mr. Wilgus as a result of his study of the best means of doing away with the New York Central tracks on the lower West Side. He was retained by the Public Service Commission to make a report on this question. He did make a preliminary report, but asked for its return and sent back to the commission his \$5,000 retainer. His explanation was that he wished to tackle the freight removal problem in a broader way than that of mere abolition of the Eleventh Avenue tracks and that the proposition which he would lay before the commission would be a business one.

Mr. Wilgus now proposes to build a four track subway along the front of the North and East rivers, connect this subway by spurs with the various railroad piers and join it by a tunnel under the Hudson River with a freight "classification yard" to be laid out back of the Bergen Hills in New Jersey. In the yard the freight trains of the railroads having terminals in Jersey City could be assembled and assorted and then dispatched to their destinations in New York through the tunnel and subway.

In his communication to the commission Mr. Wilgus did not go into the financial part of his plan, but it is said that when he formally applies for a franchise the city will not be asked for money to construct the freight subway. It is understood that Mr. Wilgus already has the money in sight. Mr. Wilgus told the commission he wished it to consider the proposition in the rough. If the commission regarded it favorably and there was no great public objection to it then, he intended, he would apply for a franchise. Although the Public Service Commission might grant such a franchise the action would have to be approved by the Board of Estimate, which would also fix the terms of the franchise and its duration.

"It is well known," Mr. Wilgus wrote in a letter accompanying his plans, "that the principal part of the business of the city of New York is located upon the portion of Manhattan Island south of Forty-second street, in an area about four miles long by an average of two miles wide. This small territory is the centre of a growing population of 5,000,000 people. To accommodate business requirements buildings are being erected to enormous height, while to meet the demands of passenger transportation, street and elevated railroads have been erected, together with bridges over and tunnels under the rivers. Yet the streets morning and evening are rendered almost impassable by the tide of human traffic which meets and is checked by the vehicular traffic made necessary to transport through the streets the enormous freight tonnage of the business district.

"While passenger transportation has been constantly increased and improved freight transportation in the business districts has been conducted upon such primitive, slow and inadequate methods as to result not only in interfering with passenger traffic upon the streets but to actually retard the growth of the commerce of New York and to make it increasingly difficult and expensive to furnish the necessities of life to its vast population."

"Unfortunately congestion attending the handling of this vast tonnage is causing a gradual decrease of the rate of growth and the necessity is faced of improving transportation facilities if the city is to continue to hold its preeminence as the commercial metropolis of the country. In 1890 the foreign commerce of the port of New York was 50 per cent. of the total of the United States; last year it was but 45 per cent."

Mr. Wilgus dwelt on the need of doing away with the surface railroad tracks on Eleventh Avenue and pointed out that 21 per cent. of the river frontage on both sides of Manhattan is used by the railroad companies for freight piers.

"In short," he said in summing up, "the commerce of the port of New York requires a solution of the freight problem that will abolish change of bulk on the waterfront and thus afford space for the expansion of steamship traffic, expedite deliveries, afford interchange of freight, reduce harbor congestion, improve accessibility of the waterfront to the public and decrease cost of freight distribution and sub-distribution."

"The municipality will welcome any solution that promises a reduction in the cost of repairs and the cleaning of streets, which would be cared for by removal in freight subway cars instead of by cart and saw. The handling of the downtown mails, the disposal of excavation for new buildings, the saving of docks now devoted to the disposal of waste material are other matters of public interest in the plan."

"Taking into account all fixed charges and costs of operation, the plan permits the distribution of freight, mail and express, the disposal of the waste product of the city at much less than present costs, so that after paying a fair return on the investment it is estimated there would be net savings and profits to shippers, carriers, investors and the public of a sum in excess of \$15,000,000 per annum."

It was announced yesterday that the Public Service Commission would consider the plans immediately.

AVIATION PRIZE IS WRIGHT'S

Farman Makes a Good Effort, but Fails to Equal the American Record.

Special Cable Dispatch to THE SUN.
PARIS, Sept. 30.—Henry Farman made a last effort to-day to beat Wilbur Wright's record for the prize of \$1,000 offered by the aviation committee of the Aero Club for the best performance by the end of September. He failed of success.

After Mr. Farman had covered twenty-one and a quarter miles in 35 minutes 6 seconds, an accident to the lubricator of his motor compelled him to stop, thus leaving Wright's thirty mile record unbeaten.

Wright remained at Le Mans all day fixing the motor of his aeroplane, greatly disappointing many thousands of persons who went to the Plain of Auvours expecting to see him make another flight.

Lazare Weiller to-day when interviewed about the Wright aeroplane system expressed the utmost enthusiasm.

"He will certainly carry off the prize of half a million francs that I offered in order to bring him to France," Weiller declared. "I understand that for the first test of flight he will carry a sack of sand and for the second a passenger. I am also confident of his success in that."

"After an agreement with Wright and O. Hart Berg yesterday I ordered a French factory to construct fifty aeroplanes."

Mr. Weiller expressed regret that Wright did not possess all the foreign patents for his aeroplanes. "As regards the Wright patent," he said, "I consider that France has proved everything he advanced."

O. Hart Berg is the European business representative of the Wright brothers.

LOOTED BANKER'S APARTMENT.

Hotel Lorraine Bellboy Who Stole Jewels Worth \$7,000 From Mrs. Bonbright. Quickly Caught.

Through the arrest last night of Morris Rosenthal, a bellboy at the Hotel Lorraine, Forty-fifth street and Fifth Avenue, it came out that the apartments there of William P. Bonbright, the banker, had been looted of \$7,000 worth of jewelry on Tuesday morning. When the police learned of the robbery they traced it quickly to the bellboy and they say he made a complete confession when caught.

According to the police the boy said that he came here not long ago from San Francisco and got a job at the Lorraine. He had keys made of many of the apartments, and when he saw Mrs. Bonbright leave the hotel on Tuesday morning, he went to the apartment and, opening the dresser with a skeleton key, took everything in sight.

Among articles he admitted taking were a necklace containing ninety pearls and diamonds, worth \$1,200, and a large stone on a platinum chain, set with diamonds, also worth \$1,200. The other stolen jewels included an amethyst heart set with pearls and diamonds, two platinum chains, a heart shaped pin set with diamonds, seven diamond rings, a butterfly pin set with emeralds and diamonds and a gold watch.

Rosenthal said that he had rented a safe deposit vault at 118th street and St. Nicholas Avenue over a year ago, when he was in business for himself, and took the stolen jewels there. He told the detectives they would find everything there, as he hadn't had time to pawn any of it.

The robbery was discovered by Nellie Lynch, Mrs. Bonbright's maid, who found a gold vest button lying on the floor. Then she saw two jewel boxes lying on the table and quickly notified the hotel office.

Detectives Kahn and Donohue suspected Rosenthal when he was unable to give proper recommendations and on searching his pockets they found a vest button that was among the stuff reported stolen. Rosenthal said that he had been in the House of Correction at Lansing, Mich., for five years.

BROKER REMEMBERS CLERKS.

Legacies of \$25,000 Apiece for Two Employees of Henry Suydam Wilson.

The will of Henry Suydam Wilson, once a governor of the New York Stock Exchange, who died on September 23 at his home, 31 East Sixty-ninth street, was filed for probate yesterday. The estate is valued at about \$1,450,000.

There are legacies of \$100,000 each to the New York City Mission and Tract Society, the Presbyterian Church in University place, the will leaves to Henry Suydam Wilson, Jr., a grandson, living at 60 East Seventy-ninth street, \$50,000, and to John A. Stow and to Agil H. Cantor, described as "my faithful clerks," \$25,000 each. To every other employee of more than five years standing is left \$500.

To Mr. Wilson's sisters, Amelia M. Graham and Adelaide L. Poillon, each \$50,000, and to Amelia the income also from \$100,000, or enough to produce \$6,000 a year. To Mary McDonald of the Hotel Plaza, \$10,000; to Alice L. Harlan of 60 East Seventy-ninth street, \$50,000, and to Sarah Eliza Mott of 142 West Thirty-fourth street and Mary Louisa Herrick of Strawberry Hill, Stamford, \$25,000 each.

The will was drawn on April 29, 1908. Mrs. Wilson is the executrix and residuary legatee.

Mr. Stow had been in Mr. Wilson's employ for forty-three years and Mr. Cantor had been there thirty-six years. Both are among the oldest clerks in Wall Street, and in recent years they had practically run Mr. Wilson's business. His office was at 68 Broadway.

ITALIAN FLEET TO COME HERE.

Ship Lately Commanded by Abuzzi in It—May Be Wedding Compliment.

Special Cable Dispatch to THE SUN.
ROME, Sept. 30.—The Nautical Review, which is generally well informed, says that the battleships Regina Elena, Victor Emmanuel and Napoli will undertake in November a cruise to English and American ports.

The cruise is understood to be connected with the coming marriage of the Duke of the Abruzzi and Miss Katherine Duke.

LAURIER TO SIT FOR OTTAWA.

Canadian Premier Announces His Election Programme—Ministry of Labor.

OTTAWA, Sept. 30.—It is announced definitely that Sir Wilfrid Laurier will run for the Federal House to represent Ottawa J. McGivern, an Ottawa barrister, will run with him. The election of both is likely.

The Premier has just announced that he will advocate a separate Department of Labor under its own Minister.

PRESIDENT STOPS ABRUPTLY

WILL NOT ANSWER WM. J. BRYAN'S LAST LETTER.

He Says That as Bryan's Letter is Simply an Attack on Him Personally There is No Reason Why He Should Answer It—Refers Among the Republicans.

WASHINGTON, Sept. 30.—The chief incident at the White House to-day was the announcement that the President has decided abruptly to end his newspaper controversy with William Jennings Bryan. The information brought relief to many friends of Judge Taft in Washington and possibly to the Republican candidate himself. There is good authority for the statement that some of Mr. Taft's friends, among them at least two members of the Cabinet, prevailed upon the President to desist from the verbal campaign.

Secretary Loeb gave out the following brief statement shortly after noon: "Secretary Loeb stated this morning that the President feels that inasmuch as Mr. Bryan's letter is simply an attack upon him personally there is no reason why he should answer."

The news that the President had ended the joint debate was a cause of gratification among those Republican leaders who happen to be in Washington. Men of prominence in the party who enjoy the closest personal friendship with Judge Taft have been unsparing in their criticism of the President for entering into the controversy at all. Not a few of them thought the President had not acquitted himself with any too much credit up to the time he decided to stop.

This opinion, however, is not shared by the President himself, who pointed out to more than one visitor to-day that he had completely vanquished Mr. Bryan. This view of the matter is, indeed, entertained by many members of the Administration, although not all of them approve the President's course in pursuing the matter so far. There is belief in some quarters that Mr. Taft himself let it be known that he disapproved of the style of campaign being carried on from the White House.

The almost general feeling of relief among Republicans here which followed the White House announcement that the President had ended the debate with Mr. Bryan was tempered somewhat by the doubt cast by Secretary Loeb over the President's former resolution not to make speeches in the campaign. The second rumor that the President might decide to take the stump at any minute frankly admitted that no person could predict with any degree of accuracy what would happen. He said the present intention of the President was to make no speeches, but it could not be foretold what contingency might arise that would cause him to change his mind.

The President has been getting advice and suggestions for and against his taking the stump. One of his callers this morning, Fletcher Maddox, Solicitor of Internal Revenue, who has just returned from the West, declared that there is a general demand in the Far West for the President to make speeches in the campaign. Other party leaders, chiefly from the Far West, have urged this course. But most of the advice given to the President has been decidedly against a speechmaking tour.

It was admitted officially to-day that the President had been advised both ways. Some of the party leaders have told the President that he has accomplished everything that could have been expected of him by his letters and brought sharply to public attention certain facts that might have been passed unobserved by the voters but for the letters.

There was a wild rumor in Democratic quarters to-day that Mr. Bryan contemplates issuing a challenge to the President to a joint debate in case Mr. Roosevelt enters upon a plan of general speechmaking outside of Washington.

Chairman Hitchcock of the Republican national committee will go to Washington on Saturday to see the President. Although Mr. Hitchcock himself would only say last night that he wanted to consult with the President on several matters, the real object of his journey is said to be to endeavor to persuade Mr. Roosevelt to make at least two speeches in the campaign, one in Chicago and one in the West, preferably in Chicago.

CLEVELAND ON BRYANISM.

A Genuine Letter That Tends to Confirm Articles Recently Printed.

WASHINGTON, Sept. 30.—A letter written last spring by the late Grover Cleveland, addressed to a Government officer in Washington, tends to confirm the authenticity of the Cleveland political articles recently published in New York. The letter, which is written entirely in Mr. Cleveland's own hand, does not mention the articles recently published, but the views on politics expressed in the letter are similar to some of those which were set forth in the articles.

The man to whom the letter was addressed was an officeholder under President Cleveland, and a warm personal friendship existed between them. The letter expressed clearly and emphatically the writer's conviction that Bryanism was no more acceptable to him or to the American people at the time of writing than it had been during the last twelve years; and it stated unequivocally his refusal to accept Bryan as the candidate this year. The man to whom the communication was addressed has shown the letter to several friends, but entertains the unalloyed belief that as the letter was a private one he has no right to give it out for publication.

Postage to United Kingdom 2 Cents Beginning To-day.

WASHINGTON, Sept. 30.—Beginning to-morrow letters to England, Ireland, Scotland and Wales will require only a two-cent stamp instead of a five-cent stamp to insure delivery at their destination. At present the new rate of postage will apply only to the British Isles, but eventually it may be extended so as to include all of the British colonial possessions as well.

WOMEN KILLED BY FLOOD.

Terrible Catastrophe at Hyderabad, India—City Overwhelmed by Water.

Special Cable Dispatch to THE SUN.
CALCUTTA, Sept. 30.—The floods at Hyderabad caused by recent violent rains constitute one of the most sudden and appalling disasters in the history of India. It is calculated that 35,000 cubic feet of water struck the city every second that the rush of the flood lasted.

A dense mass of houses were swept away. One-fourth of the city, where a hundred thousand persons lived, is now a vast quagmire of black mud, from which arises an appalling stench.

In the neighboring village of Ghaufiguda a thousand houses were completely swamped in mud.

There were many heroic rescues by both whites and natives during the catastrophe. Seeking for the dead is now actively going on. The workers wear clothing soaked with disinfectants, and their mouths and noses are covered because of the bad odor.

Elephants are being used to demolish dangerously shattered buildings. The estimates of the number of dead vary. One places it at 10,000.

CHARLES N. PEED KILLED.

Brooklyn Hotel Man Run Over by Wagon—Had Retired From Business.

Charles N. Peed, formerly manager and part owner of the Pierpont House in Brooklyn and the old Mansion House, was run over and killed yesterday at Fulton and Liberty streets by an express wagon driven by William Anderson, 19 years old, of 15 Grand street, Union Course, Queens county. Anderson was locked up in the Adams street police station charged with homicide. Mr. Peed was crossing Fulton street when the express wagon dashed out of Liberty street and in attempting to avoid a surface car running into the old man. He was knocked down and the two wheels on one side passed over his body. Dr. Palmer of the Brooklyn Hospital pronounced him dead.

Mr. Peed was born in Brooklyn in 1880. In 1884 he went to work for the Brooklyn Daily Advertiser and at that early age showed some ability as a journalist in several articles advocating Henry Clay's election to the Presidency. He gave up journalism for real estate in 1882, when he became associated with Stone & Sothen. The firm of Peed & Cole, city auctioneers and real estate dealers, was organized in 1885. Mr. Peed became manager of the Pierpont House in 1872, later buying an interest in the place, and in 1882 leased the Mansion House with John C. Van Cleef, who had clerked for him at the Pierpont. He retired from business several years ago, and at the time of his death was living with a married daughter, Mrs. Theodore Newman of 23 Clinton street. The daughter was attending the funeral of Mrs. Lucy A. Duhal at 211 Dean street yesterday afternoon, and on her return home was prostrated to hear of her father's death.

FIRE AT ROCKEFELLERS.

Was Caused by Gasoline-Lawn Mower Blown Up and Men Hurt.

TARRYTOWN, N. Y., Sept. 30.—The gasoline tank on one of John D. Rockefeller's lawn mowers exploded this morning and completely destroyed it and set fire to a house on the place and burned it to the ground. Engineer Stanley was badly out on the head and had to be treated by a doctor. The explosion and fire caused great excitement on the Rockefeller estate, and John D. Rockefeller, Jr., and his wife rushed to the scene and directed the firemen in their work of preventing the fire spreading to the large Rockefeller stables.

After one hour's fighting the flames were brought under control and then Mr. Rockefeller proceeded to the city to his business.

CHARINA IN A BAD WAY.

Nerves Shattered by Constant Dread—Won't Go Alone to the South.

SPECIAL CABLE DISPATCH TO THE SUN.
ST. PETERSBURG, Sept. 30.—It is understood that the Charina's prolonged nervous breakdown, arising from anxiety over her husband and children, has not been improved by her long yachting cruise along the coast of Finland.

Her physicians insist upon her passing the winter in the south, but she refuses to do so unless the Czar and her children accompany her. This is regarded as impossible.

The family fear to tell the Charina, because her nervous condition makes the thwarting of her wishes dangerous. Her relatives are anxious concerning her.

YOUNG CARTER ATTACKS WILL.

Takes First Steps Toward Contest for Share of Father's Estate.

CHICAGO, Sept. 30.—Leslie Dudley Carter, only son of the late Leslie Carter, took the first steps to-day toward contesting his father's will which disinherits him.

The will will be contested if there is the slightest ground for such action, according to Attorney Elmer Schlesinger, and what the lawyer styles "the arbitrary act of Mr. Carter in making his son choose between his parents" will be made the principal reason for fighting the probate of the estate.

C. P. R. STRIKE IS OVER.

Whistles Blown at Midnight in Winnipeg Announces the End—20,000 Men Involved.

WINNIPEG, Sept. 30.—Residents of Winnipeg were startled at midnight by furious blowing of locomotive whistles. This was the signal announcing that the Canadian Pacific's mechanics' strike which started on August 4 had been declared off.

The strike involved about 20,000 men. The terms of the settlement have not been announced. It was decided to declare the strike off in the West first, and this will be followed by a similar declaration in the East.

MONTREAL, Sept. 30.—The Canadian Pacific Railroad strike leaders here to-night denied the reports from Winnipeg that the Canadian Pacific Railroad's mechanicians' strike had been called off, but admitted that negotiations are in progress toward that end.

HAAS'S RESTAURANT, Park Row Bldg.—Long famous for cuisine and service. Make a habit.

THIS BIG EX-COP AT SCHOOL.

LIEUT. CON. HOSEY IN STUDYING FOR HIS CHILDREN.

Weights 300 Pounds and is the Neatest and Best Behaved Pupil at the DeWitt Clinton High School—He Gave Up Work to Learn Verbs and Nouns.

A former police lieutenant who has given up work to study in order that he may superintend the education of six of his ten children—that is Cornelius Hosey of 382 West Forty-fifth street. Unlike many men of middle age who enter school or college to pursue special courses of study Hosey does not entertain ambitions toward wealth or fame. His desire is to see his children well educated and further to equip himself in such a way as to know that his children are being educated. As he expressed it last night when seen at the DeWitt Clinton High School, at Amsterdam Avenue and Fifty-ninth street, where he is studying:

"I found that if I asked one of my children about his or her grammar lesson I could be fooled easily because I knew nothing about it myself. They could talk to me about verbs and nouns—perhaps they knew the difference—I was not quite sure that I did. This was three years ago. I retired from the police force on a pension sufficient to support my family with the help of the older children. I thought it all out and made up my mind that it was better for my children to help them personally in getting an education that would help them through life than to continue to work and leave them but a small fortune at best which they might run through and become a burden on the community."

Hosey has been studying for three years at the New York Free Evening School. He has studied elementary and intermediate algebra, geometry, advanced arithmetic, chemistry and first and second year English.

He is repeating this year the first year English course. Besides the subjects named Mr. Hosey has regents' counts in general European history, English history, economics, American history and civics, in the last three having taken honor marks.

Hosey is 48 years old and weighs 300 pounds. He is bigger and better behaved than the biggest and best behaved boy in the school. He says the studies come easy enough, but it is hard for him to duck under the desk and pretend to be asleep when the instructor suspects he has been whispering to his neighbor across the aisle. He is awkward too at shuffling papers, wads, and excuses his lack of proficiency by saying that he has not practiced the art in thirty years.

Hosey is popular with his schoolmates, most of whom are under 18 years of age. In bulk he is easily equal to three of them, which is the same as saying that the three sitting immediately behind him in the classroom can chew gum or whisper with impunity. As the fortunate three are not always the same Mr. Hosey's popularity may be said to grow by rotation. He was unanimously chosen chairman of a meeting held some time ago in the school auditorium to protest against an article which appeared in a morning paper attacking certain features of the school. Another cause for his popularity is the ability to relate his experience while on the police force.

He was attached to the Eldridge street and West Forty-seventh street police stations. He is particularly fond of relating his experiences in the blizzard of 1888, when he was a patrolman in the district where Grant's Tomb is now. He associates freely with the boys, and it is before the evening session opens and on the way home at night that he tells his stories.

Here is a commendation heartily endorsed by the principal and instructors and which Hosey himself does not deny: "Hosey is a very good pupil. He attends regularly, is punctual, seldom merits a reprimand by the teacher for any infraction of classroom rules, and his hand is always among the first to go up to signal his ability to answer any question that the teacher may ask of the class."

Appropos of Mr. Hosey's excellence in deportment the principal was asked for his views on corporal punishment. He dodged the question most gracefully.

SCHOOL OF WHALES LICKED.

School of Threshers Laming Them as the Atrato Went By.

The steamship Atrato, in last evening from Colon and the West Indies, while off Hatteras on Monday ran close to a school of threshers pursuing and beating with their taillike tails a school of whales. The sharks leaped high from the sea in flashing curves and the whacks of their tails were heard as they smote the backs of the whales. The battle was going on in a mass of suds when the Atrato passed out of sight of the combatants.

Aboard the Atrato was Karl Parriah, a mining engineer, who has been prospecting in Colombia. He brought in a bag that he put in the specie room of the ship \$10,000 in nuggets he collected in Colombia, which he says is rich in gold deposits. He made a journey into the interior from Savanilla on muleback with a native guide.

Other passengers by the Atrato were P. M. Bellis, one of the partners of the Bellis Turtle Company, which has been supplying England with turtle soup for about a hundred and fifty years, and Prof. Nathaniel Lord Britton of the New York Botanical Garden, who has been collecting rare plants in the West Indies.

Chicago Gets World's Greatest Battery Collection.

READING, Pa., Sept. 30.—The world famous collection of batteries and cells, comprising between 75,000 and 100,000 specimens, of the late Herman Strecker, has been sold by his widow to the Field Museum of Natural History of Chicago for \$20,000. It is the greatest collection in the world.

Two Hagens in the Field.

George C. Hagen has been nominated for Congress at a party by the Independence League organization. He is a brother of Thomas L. Hagen, the Presidential nominee of the National Independence party.

TRANSFERS AT 50TH STREET.

P. S. Commission Practically Decides to Order Them—5 Cent to Belt Line.

The Public Service Commission has practically made up its mind to order a joint rate between the Metropolitan and Belt Line systems so that passengers travelling over the two lines will not be compelled to pay a double fare, but at the request of John G. Milburn, counsel for the Metropolitan receivers, who wished to introduce evidence showing that the Belt Line was run at a great loss by the Metropolitan company, the commission consented yesterday to hold a further hearing to-morrow.

There is good reason to believe that the commission will determine that a fair division on a transfer at Fifty-ninth street between the two systems will be four cents to the Metropolitan and one cent to the Belt Line.

It has been intimated that if a joint rate is ordered the constitutionality of the public service act will be questioned, but it is doubted by the commission if this course will be followed.

140 DROWNED AT SMYRNA.

Steamship Ran Down and Sank Ferry-boat in the Harbor.

SPECIAL CABLE DISPATCH TO THE SUN.
CONSTANTINOPLE, Sept. 30.—A steamship to-day ran down and sank a ferry-boat at the mouth of Smyrna harbor. One hundred and forty persons were drowned.

TWO CANDIDATES IN FAMILY.

Husband Running for Mayor, Wife for School Board.

ORANGE, Sept. 30.—The interesting combination of a man running for Mayor and his wife running for membership in the Board of Education will mark the coming election in this city. The majority candidate is William B. Killingleck, State secretary of the Socialist party, who accepted to-day the invitation of his party to run. Simultaneously it was announced that a school board ticket would be made up, and Mrs. Killingleck, at her own request was made one of the candidates.

Mr. Killingleck is now busy arranging for a mass meeting in Commonwealth Hall, East Orange, at which the chief speaker will be the party's candidate for president, Eugene V. Debs. This meeting will be held Monday night, October 12.

The Taft and Sherman Club of East Orange had planned to have Senator Thurston and Vice-Presidential Candidate Sherman at a meeting in the same hall on that date, but the Debs supporters were first, and if they cannot change the date the Republicans will be compelled to hold their meeting in the Woman's Club building.

RYAN ADMIRES UNCLE REMUS.

Gives Check for Memorial and Writes Appreciative Letter.

ATLANTA, Sept. 30.—Thomas F. Ryan of New York, capitalist, has contributed \$1,000 to the fund being raised for a memorial to "Uncle Remus" (Joel Chandler Harris). The check was accompanied by the following letter:

To the committee in charge of the collection of funds for a memorial to Joel Chandler Harris, who has made so many little ones smile and wonder, and who has lifted, at least for a time, the burdens of care from many of us who are no longer children and growing old and weary: Please use this check as the majority of your committee may decide would be most pleasing to Harris. He was able to direct its use. Yours sincerely,

THOMAS F. RYAN.

COWPUNCHER COPS FEAT.

Steps Runaway by Jumping From Car to Horse's Back.

Policeman William Hauser of the East 104th street station riding down to Inspector Dillon's office on a southbound Lexington Avenue car last night saw the car run into a runaway. The horse ran toward Hauser's end of the car. Hauser made a flying leap, landed on the horse's back and brought him up on his haunches within a block.

"Pretty good work, officer," said the driver, Herman Appel of 278 Stanton street. Herman's wife Annie nodded approval.

"That